



SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation

**Federal Aviation
Administration**

CE-05-80
August 9, 2005

<http://www.faa.gov/aircraft/safety/alerts/>

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, owners and operators of **Cessna Aircraft Company Models 120 and 140 airplanes**, of a possible fuel cap issue.

Background

We continue to get questions about incorrect fuel cap installations on Cessna Models 120 and 140 airplanes. Fuel caps for Cessna Model 140A and newer Cessna airplanes are being installed on Cessna 120 and 140 airplanes. We're concerned about Cessna fuel caps being sold on the Internet and through other aircraft parts supply publications with misleading part applicability information. The fuel tank venting system on the 120 and 140 airplanes is different from the fuel tank venting system on the 140A airplanes and other similar Cessna airplanes.

Cessna 120 and 140 airplanes require a fully vented cap. Later model airplanes have a fuel tank venting system that requires only a partially vented fuel cap. Even though the newer fuel caps fit on the fuel filler of Cessna 120 and 140 airplanes, they may not vent correctly and may cause loss of engine power.

Recommendation

We recommend you ensure that the correct Cessna part numbered fuel cap is installed on your airplane. If applicable, you should also verify compliance with Airworthiness Directive (AD) 79-10-14 R1 (attached).

This SAIB is information only. It doesn't prevent us from initiating future rulemaking action if necessary.

For Further Information Contact

Taylor Martin, Aerospace Engineer, FAA
Small Airplane Directorate, Room 301, 901
Locust, Kansas City, Missouri 64106; phone:
(816) 329-4138; fax: (816) 329-4090; email:
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79-10-14 R1 CESSNA: Amendment 39-3475 as amended by Amendment 39-5901. Applies to the following Models and serial numbered airplanes, certificated in any category.

SERIES	SERIAL NUMBERS
140A	15200 through 15724
150	617, 628, 649, 17001 through 17999, 59001 through 59018; 15059019 through 15077005
A150	15064970, A1500001 through A1500609
170	609, 18729 through 27169
172	610, 612, 615, 622, 625, 630, 638, 28000 through 29999, 36000 through 36999, 46001 through 47746, 17247747 through
17265684	
175	619, 28700A, 55001 through 56777, 17556778 through 17557119
P172D	P17257120 through P17257188
R172	P17257189, R1720001 through R1720617
177	661, 17700001 through 17701471, 17701473 through 17701597
180	604, 624, 645, 30000 through 32999, 50001 through 50911, 18050912
through	18052202
182	613, 631, 634, 33000 through 34999, 51001 through 53007, 18253008
through	18260638
185/A185	632, 185-0001 through 185-1599, 18501600 through 18501896
188/A188	With wing tanks; Serials; 653, 188-0446 through 188-0572, 18800573
through	18800762
205	641, 205-0001 through 205-0577
206	206-0001 through 206-0275
U206/TU206	U206-0276 through U206-1444, U20601445 through U20601666
P206/TP206	P206-0001 through P206-0603, P20600604 through P20600647
207/T207	20700001 through 20700203
210/T210	616, 618, 57001 through 57575, 21057576 through 21059361, T210-0001
through	T210-0454
336	336-0001 through 336-0195
337/T337	337-0001 through 337-1193, 33701194 through 33701405
M337B	337-0001 and up

Compliance: Required as indicated, unless already accomplished.

To provide an alternate source of fuel tank venting in case of fuel tank vent obstruction by foreign material and/or sticking of the fuel vent valve, within the next 100 hours time-in-service after the effective date of this AD, accomplish the following:

(A) Install applicable vented fuel cap(s) with related adapters and fuel servicing placards in accordance with Cessna Service Letter SE77-6 dated March 4, 1977; or as an alternative for fuel bladder equipped airplanes, Cessna Service Kit SK182-85 dated September 21, 1984, or modify existing fuel tank caps in accordance with STC SA728NW, SA3318NW or SA2967SW and for 336 and 337/T337 Series airplanes, in accordance with Cessna Service Letter ME78-47 (Rev. 1) dated February 12, 1979.

NOTE 1: On those airplanes having two fuel tank caps in each fuel tank, only one vented cap is required in each tank. A vented cap must be installed in the outboard filler opening of each tank.

(B) The modification required by this AD may be accomplished by those owner/operators authorized to perform preventive maintenance under FAR 43 provided only installation of a different fuel tank cap is necessary. The person accomplishing this modification must make an entry in the aircraft maintenance record indicating compliance with this AD; i.e., "AD 79-10-14 complied with by installing replacement fuel filler cap; Cessna P/N _____ this date _____ **Signature and Certificate Number.**"

(C) An equivalent means of compliance with this AD may be used if approved by the Manager, Aircraft Certification Office, Federal Aviation Administration, 1801 Airport Road, Room 100, Mid-Continent Airport, Wichita, Kansas 67209.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Cessna Aircraft Company, Customer Service, P.O. Box 1521, Wichita, Kansas 67201; or may examine the document(s) referred to herein at the Federal Aviation Administration, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

NOTE 2: Supplemental Type Certificates SA728NW and SA3318NW are held by Mr. Dennis H. Ward, Venting Engineering, 5420 A Street, Tacoma, Washington 98408, Phone (206) 474-6458. Supplemental Type Certificate SA2967SW is held by Mr. Charles M. Seibel, Flight Bonus Inc., P.O. Box 665, Hurst, Texas 76053, Phone (817) 265-1650.

This amendment revises AD 79-10-14, Amendment 39-3475, effective May 29, 1979, which superseded AD 78-26-09, Amendment 39-3379.

This Amendment 39-5901 becomes effective on May 30, 1988.